

Airworthiness Directive Compliance Record						File ID: NTPS BEAVER 34	
USARL Research Date: 06/11/2002							
Manufacturer Dehavilland Aircraft		Model BEAVER MK. I				Part # : DHC 2 Serial # : 1174	
AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by	
53-07-01 01/01/1953 ©ATP	TO PREVENT THE ELEVATOR OUTBOARD HINGE BECOMING LOOSE IN ITS ATTACHMENTS TO TH ©ATP		Verified AD complied with by inspection of the aircraft. 50 hour repeat inspection not required due to incorporation of specified repair scheme.	Recur ©ATP	N/A Signature:	1. 2. 3. 4.	
53-09-02 01/01/1953 ©ATP	TO DETECT SKIN CRACKS ON THE FUSELAGE SIDE PANEL AT FRONT DOOR STEP ©ATP		Repair scheme specified has not been incorporated that terminates 100 hour interval inspections.	Recur ©ATP	100 hours from last compliance. Signature:	1. 2. 3. 4.	
53-10-02 01/01/1953 ©ATP	WING SKIN CRACKS ©ATP		Verified AD complied with by inspection of the aircraft. 50 hour repeat inspection not required due to incorporation of specified repair scheme.	Recur ©ATP	N/A Signature:	1. 2. 3. 4.	
53-11-02 01/01/1953 ©ATP	TO PREVENT CHAFING OF THE ENGINE OIL SUMP BY SECTION ASSEMBLIES ©ATP		Verified AD not complied with by inspection of accessory firewall. Recommend AD to be complied with at next engine change.	Once ©ATP	 Signature:	1. 2. 3. 4.	
53-12-02 01/01/1953 ©ATP	TO PREVENT LOSS OF SEALS IN THE FLAP HYDRAULIC HAND PUMP ©ATP		Inspected installation and verified that handpump is not of the configuration in the AD. Plugs are secured by brackets attached to the pump body.	Once ©ATP	 Signature:	1. 2. 3. 4.	
53-21-01 01/01/1953 ©ATP	TO REMOVE EXTRA WASHERS, PACKING, ETC., TO THE REAR SPAR WING BOLT ©ATP		Verified AD complied with by inspection of the aircraft.	Once ©ATP	 Signature:	1. 2. 3. 4.	

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53-23-02 01/01/1953 ©ATP	TO PREVENT GASOLINE FUMES FROM ACCUMULATING IN THE TANK BAYS BENEATH THE FLOOR ©ATP		Verified AD complied with by inspection of the aircraft.	Once ©ATP		1. 2. 3. 4.	
54-11-01 01/01/1954 ©ATP	Superseded by 90-02-22 ©ATP			Recur ©ATP		1. 2. 3. 4.	
54-15-01 01/01/1954 ©ATP	CONTROL CABLE TURNBUCKLE THREADS ©ATP		Not able to confirm incorporation of the AD: requires disassembly of the aircraft outside the scope of Delivery Order 0001.	Once ©ATP		1. 2. 3. 4.	
57-13-02 01/01/1957 ©ATP	Superseded by 74-17-03 ©ATP			Once ©ATP		1. 2. 3. 4.	
63-16-02 01/01/1963 ©ATP	Superseded by 80-24-02 ©ATP			Once ©ATP		1. 2. 3. 4.	
64-09-03 05/22/1964 ©ATP	TO DETECT CRACKS AND CORROSION ON THE AILERON MASS BALANCE WEIGHT ARM ©ATP		Not able to confirm incorporation of the AD: requires paint removal/repaint outside the scope of Delivery Order 0001.	Recur ©ATP	500 hours from last compliance.	1. 2. 3. 4.	

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64-14-02 07/24/1964 ©ATP	TO PREVENT FAILURE OF THE ELEVATOR TRIM TAB END BLOCKS WHICH COULD LEAD TO RES ©ATP		Verified AD complied with by inspection of the aircraft. Red fiber blocks have been replaced with material in AD, 500 hour repeat inspection terminated.	Recur ©ATP	N/A Signature:	1. 2. 3. 4.	
65-25-02 01/01/1965 ©ATP	Superseded by 71-22-01 ©ATP			Once ©ATP	 Signature:	1. 2. 3. 4.	
66-17-02 07/22/1966 ©ATP	TO DETECT CRACKS IN THE WING RIBS ©ATP		Verified AD complied with by inspection of the aircraft. MOD 2/1497 incorporated, 500 hour repeat inspection terminated.	Recur ©ATP	N/A, MOD 2/1497 Signature:	1. 2. 3. 4.	
71-22-01 11/14/1971 ©ATP	Superseded by 84-20-07 ©ATP			Once ©ATP	 Signature:	1. 2. 3. 4.	
73-25-05 12/14/1973 ©ATP	TO PREVENT HAZARDS IN FLIGHT ASSOCIATED WITH FIN REAR SPAR ATTACHMENT BOLTS AN ©ATP		Inspected aircraft, configured as landplane. Landplane or skiplanes to comply with Para. 3, one time only.	Recur ©ATP	N/A, 300 hours if operated on floats. Signature:	1. 2. 3. 4.	
74-17-03 08/12/1974 ©ATP	TO PREVENT CARBON MONOXIDE FROM ENTERING THE AIRPLANE CABIN ©ATP		Unable to confirm, AD is for airplanes using an engine exhaust cabin heater system, none installed at time of inspection.	Recur ©ATP	110 hours from last compliance. Signature:	1. 2. 3. 4.	

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AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by	
76-14-02 07/12/1976 ©ATP	VARIOUS MODIFICATIONS ©ATP		Inspected, found Paras 1, 6, 7 and 8 complied with. Paras 2, 3, 4, 5, 9, 10 and 11 not applicable due to model, S/N or aircraft configuration.	Recur ©ATP	N/A, only Para 9 has repeat inspection. Signature:	1. 2. 3. 4.	
80-24-02 11/20/1980 ©ATP	TO PRECLUDE WING/AILERON FLUTTER DUE TO CRACKS AND LOOSE RIVETS IN THE AILERON ©ATP		Para. (b) found complied with. Para. (c) cable tensions OK, aileron balance outside the scope of Delivery Order 0001. Para. (a) 600 hour inspection N/A	Recur ©ATP	Para. (b) one time only. Signature:	1. 2. 3. 4.	
81-13-01 06/18/1981 ©ATP	ELEVATOR BUTT RIBS INSPECTION FOR CRACKS ©ATP		Not able to confirm incorporation of the AD: requires disassembly of the aircraft outside the scope of Delivery Order 0001.	Recur ©ATP	400 hours from last compliance. Signature:	1. 2. 3. 4.	
83-05-03 03/07/1983 ©ATP	Superseded by 84-20-07 ©ATP			Recur ©ATP	 Signature:	1. 2. 3. 4.	
84-07-05 04/18/1984 ©ATP	TO PREVENT FAILURE OF CENTER HINGE/BALANCE ARM BRACKETS ©ATP		Found MOD 2/1536 machined brackets installed IAW Para. (d). MOD 2/1536 terminates 500 hour repeat inspections.	Recur ©ATP	N/A, MOD 2/1536 Signature:	1. 2. 3. 4.	
84-09-06 05/10/1984 ©ATP	TO PREVENT THE FAILURE OF THE HORIZONTAL TORQUE TUBE AT THE BASE OF THE CONTRO ©ATP		Inspected aircraft IAW AD, no cracks observed.	Recur ©ATP	200 hours from last compliance Signature:	1. 2. 3. 4.	

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84-20-07 10/12/1984 ©ATP	TO PREVENT FAILURE OF THE WING LIFT STRUT ©ATP		Verified AD complied with by inspection of the aircraft, wing strut P/Ns C2W1103 and C2W1104 installed . 500 hour inspections N/A due to P/Ns installed	Recur ©ATP	N/A, P/Ns C2W1103, C2W1104 installed. Signature:	1. 2. 3. 4.	
87-01-04 01/21/1987 ©ATP	Superseded by 88-08-02 ©ATP			Recur ©ATP	 Signature:	1. 2. 3. 4.	
88-08-02 05/11/1988 ©ATP	TO DETECT CRACKS DUE TO STRESS CORROSION IN WING LIFT STRUT ASSEMBLIES ©ATP		Not able to confirm incorporation of the AD: requires disassembly of the aircraft outside the scope of Delivery Order 0001.	Recur ©ATP	500 hrs or 12 months, whichever occurs first. Signature:	1. 2. 3. 4.	
90-02-22 02/13/1990 ©ATP	TO ENSURE THE STRUCTURAL INTEGRITY OF THE HORIZONTAL TAILPLANE TO FUSELAGE FRO ©ATP		Found MOD 2/1338 brackets installed IAW Para. (2). MOD 2/1338 terminates 1000 hour repeat inspections.	Recur ©ATP	N/A, MOD 2/1338 Signature:	1. 2. 3. 4.	
92-24-02 12/15/1992 ©ATP	TO PREVENT HORIZONTAL STABILIZER FRONT CENTER SPAR FAILURE, WHICH COULD LEAD T ©ATP		Not able to confirm incorporation of the AD: requires disassembly of the aircraft outside the scope of Delivery Order 0001.	Recur ©ATP	24 months from last compliance. Signature:	1. 2. 3. 4.	
99-15-07 09/10/1999 ©ATP	TO DETECT & CORRECT CRACKING OF THE REAR FUSLAGE BULKHEAD AT STATION 228, WHIC ©ATP		Inspected aircraft IAW AD, no cracks observed.	Recur ©ATP	2000 hours or 5 years, whichever occurs first. Signature:	1. 2. 3. 4.	

Airworthiness Directive Compliance Record						File ID: NTPS BEAVER 34	
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Manufacturer Pratt & Whitney		Model AN-14B				Part # : Serial # : 21185	
AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by	
56-06-02 03/01/1956 ©ATP	CYLINDER AND STUD FAILURES ©ATP		Inspected engine, no loose studs or nuts observed.	Once ©ATP		1. 2. 3. 4.	
56-26-03 01/01/1956 ©ATP	Superseded by 57-05-04 ©ATP			Once ©ATP		1. 2. 3. 4.	Signature:
57-05-04 01/01/1957 ©ATP	CRANKSHAFT CRACKING ©ATP		Compliance required at engine overhaul, outside the scope of Delivery Order 0001.	Once ©ATP		1. 2. 3. 4.	Signature:
62-11-05 01/01/1962 ©ATP	Superseded by 66-14-04 ©ATP			Once ©ATP		1. 2. 3. 4.	Signature:
65-07-02 01/01/1965 ©ATP	Superseded by 68-09-01 ©ATP			Once ©ATP		1. 2. 3. 4.	Signature:
66-14-04 07/09/1966 ©ATP	TO PREVENT FAILURE OF THE CAM REDUCTION DRIVE GEAR ASSEMBLY AND RESULTANT LOSS ©ATP		Compliance required at engine overhaul, outside the scope of Delivery Order 0001.	Once ©ATP		1. 2. 3. 4.	Signature:

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Manufacturer Pratt & Whitney	Model AN-14B				Part # : Serial # : 21185	
AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. by
68-09-01 01/17/1973 ©ATP	TO PREVENT FURTHER PROPELLER BLADE FAILURES AS THE RESULT OF EXCESSIVE WEAR OF ©ATP		Compliance required at engine overhaul, outside the scope of Delivery Order 0001.	Recur ©ATP	1600 hours from last overhaul. Signature:	1. 2. 3. 4.
70-10-02 06/09/1970 ©ATP	TO PREVENT ENGINE POWER LOSS AS THE RESULT OF FAILURE OF THE GEROTOR PUMP DRIV ©ATP		Applicable only to engines with STC No. SE1-391Simmonds Precision Part No. 580047, fuel injection installed. N/A, this engine is carbureted.	Recur ©ATP	N/A Signature:	1. 2. 3. 4.
76-20-01 01/01/1976 ©ATP	Superseded by 78-08-07 ©ATP			Once ©ATP	 Signature:	1. 2. 3. 4.
78-08-07 05/02/1978 ©ATP	TO PREVENT CYLINDER HEAD SEPARATION FROM THE BARREL ©ATP		Visually inspected engine cylinders, no cracks or leaks noted. Inspection interval 100 hours if not ultrasonically inspected at overhaul	Recur ©ATP	100 hours from last compliance. Signature:	1. 2. 3. 4.
					 Signature:	1. 2. 3. 4.
					 Signature:	1. 2. 3. 4.

Airworthiness Directive Compliance Record						File ID: NTPS BEAVER 34	
USARL Research Date: 06/11/2002							
ManufacturerModel						Part # :	
Hamilton Standard23D30						Serial # : N644154	
AD Number Effective date	Description	Complied Date Time	Status Method of Compliance/Applicability	Once or Recur	Next Due Date Time	1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. by	
56-22-01 07/01/1957 ©ATP	ALUMINUM ALLOY PROPELLER ©ATP		Inspected propeller, no de-icing equipment installed that may have been applied using EC 776. AD N/A this propeller.	Once ©ATP		1. 2. 3. 4.	
57-13-05 01/01/1957 ©ATP	TO MINIMIZE THE POSSIBILITY OF ADDITIONAL BLADE FAILURES ©ATP		Inspected propeller, found counterweights installed. AD applicable to non-counterweight (Hydromatic) propellers. AD N/A this propeller.	Once ©ATP		1. 2. 3. 4.	
58-22-01 01/01/1959 ©ATP	TO DETECT AND EVALUATE INSTANCES OF UNRECOGNIZED BLADE ©ATP		Compliance required at propeller overhaul, outside the scope of Delivery Order 0001.	Recur ©ATP	At next propeller overhaul.	1. 2. 3. 4.	
59-17-03 01/01/1959 ©ATP	Superseded by 64-03-03 ©ATP			Once ©ATP		1. 2. 3. 4.	
64-03-03 03/01/1964 ©ATP	ALUMINUM-ALLOY PROPELLER BLADE ©ATP		Inspected propeller blades, no evidence of blade impact, no evidence available to suspect blade impact.	Once ©ATP	At known or suspected blade impact.	1. 2. 3. 4.	
						1. 2. 3. 4.	
						Signature:	

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<u>Manufacturer</u> Hamilton Standard	<u>Appliance Category</u> Governors	<u>Model</u> ALL GOVERNORS				<u>Part # :</u> <u>Serial # :</u>
56-02-02 01/01/1956 ©ATP	Superseded by 56-20-06 ©ATP			Once ©ATP		1. 2. 3. 4. Signature:
56-20-06 01/01/1956 ©ATP	SUBSEQUENT TO OCT. 15, 1956, NO HAMILTON STANDARD GOVERNOR DRIVE GEAR SHAFTS P ©ATP		Applies to all Hamilton Standard governors installed on Wright TC18DA and TC18EA Series Engines. AD N/A this engine installation	Once ©ATP		1. 2. 3. 4. Signature:
						1. 2. 3. 4. Signature:
						1. 2. 3. 4. Signature:
						1. 2. 3. 4. Signature: